



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

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GOVERNOR

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SECRETARY

March 6, 2012

**Memorandum**

**To: Strategic Management Committee (SMC)**

**From: Transportation Planning Branch**

On April 10, 2012, the Transportation Planning Branch (TPB) received a formal request by Moore County and the Towns of Aberdeen, Pinebluff, Southern Pines, and the Village of Pinehurst to reclassify the strategic highway corridor (SHC) vision for US 1 in Moore County from "freeway" to its existing classifications. This request was precipitated by the public involvement process associated the development of the Moore County Comprehensive Transportation Plan and followed the resolutions passed by the Moore County Board of Commissioners on December 5, 2011. The resolutions stated the county's opposition to any recommendations that might include a US 1 bypass through the Walthour Moss Foundation or Horse Country, as well as the request to reclassify the US 1 SHC vision of "freeway" to coincide with its existing classifications. *Please see attachments for US 1 existing US 1 classifications and location boundaries for Horse Country as defined by the horse country stakeholders and Walthour Moss Foundation leadership.*

The Towns of Aberdeen, Pinebluff, Southern Pines and the Village of Pinehurst also passed similar resolutions asking for the reclassification of the US 1 strategic highway corridor vision of "freeway" to coincide with its existing classifications and, additionally, that NCDOT conduct an Origin and Destination study associated with the US 1 corridor. These resolutions were included in the formal request for reclassification forwarded to NCDOT by the Technical Advisory Committee (TAC) members of the Triangle Rural Planning Organization (TARPO). It was noted in the minutes of the February 16, 2012, TARPO quarterly meeting that the Technical Coordinating Committee voted to defer the request until all relevant information could be collected and the CTP study was complete.

The regional response to the request presented at the February TARPO meeting has been strong with counter resolutions being passed and remitted to NCDOT in support of the current SHC concept and purpose by the Lumber River Rural Planning Organization (LRRPO) and the continued designation of US 1 and the proposed US 1 Bypass in Richmond County as an SHC. The resolution culminated with opposition to any changes to the US 1 freeway designation on the SHC system. Likewise, the Town of Hamlet and the City of Rockingham submitted resolution "vehemently" opposing the removal of the freeway designation on the US 1 SHC as well as any changes to the current or future segments of the US 1 Bypass in Richmond County. Rockingham also expressed concern over how impacts would impact the funding of planned US 1 improvements in Richmond County. *Please see attached resolutions.*

The TPB management and staff members associated with the Moore County Comprehensive Transportation Plan (CTP) development have reviewed the request and are recommending to the Senior Management Committee the following actions be taken in consideration of the Moore County request:

- 1) Because the development of the CTP is a collaborative effort between the local municipalities, the county, and NCDOT as mandated by North Carolina General Statute 136-66.2, and whereas the County of Moore in conjunction with a significant representation of its municipal entities have requested reclassification of the current SHC Vision Plan based on perceived impacts to either their built and/or natural environments; every effort should be made by the Department to explore alternative classifications that will satisfy the following: the projected mobility and safety needs of the facility through the study period 2040, maintain congruency with all current statewide plans and visions for the SHC of US 1, promote the welfare and safety of the motoring public, and account for the local priorities of the county and its municipalities.
- 2) It is our recommendation to move forward with the CTP study to provide the data and technical to determine the actual mobility and safety needs at the statewide tier and subregional system levels for the county's multimodal transportation network. The model will use local data to analyze the existing transportation system under future traffic conditions to identify where improvements will be needed to meet the projected 2040 traffic demand.
- 3) As amendment to the State Policy governing the designation of the Strategic Highway Corridors was a collaborative agreement based on a three year study process deliberated and agreed upon by the Department of Commerce, the Division of Environmental and Natural Resources, and the Governor's Board of Transportation; revision should occur only through the provision of substantiated data and analysis. Therefore, the Transportation Planning Branch recommends the deferment of a final decision by the Strategic Management Committee (SMC) on the reclassification of the US 1 SHC Vision until the following milestones have been implemented and completed:
  - a. The Statewide Tier of the North Carolina Multimodal Investment Network (NCMIN) is the stratification of all components, facilities, and modes of North Carolina's transportation system. This network and its operation define North Carolina's mobility. The SHCs comprise the statewide highway facilities of NC MIN.
  - b. Completion of the CTP study and analysis outcomes from the travel demand model. Should the CTP study shows that the current facility would meet future mobility and safety needs; then it will be TPB's recommendation for the Senior Management Committee to consider an alternative classification for the US 1 Strategic Highway corridor. If the CTP study shows that the current facility will not meet future mobility and safety needs; then the most appropriate SHC designation will be identified and recommended by the Transportation Planning Branch that is congruent with all current transportation legislation and policy.